

# APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBOIF

**IMPORTANT:** Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Hamilton County CODE# 061- 00061

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 01 / 01

CONTACT: Tim Gilday PHONE # (513) 946 - 8914

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 946-8901 E-MAIL tim.gilday@hamilton-co.org

PROJECT NAME: JESSUP ROAD ROADWAY, DRAINAGE & SIDEWALK IMPROVEMENT

## SUBDIVISION TYPE

(Check only 1)

- ☒ 1. County  
☐ 2. City  
☐ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
(Section 6119 O.R.C.)

## FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 1,075,000.00  
☐ 2. Loan \$ \_\_\_\_\_  
☐ 3. Loan Assistance \$ \_\_\_\_\_

## PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 2,250,000.00

FUNDING REQUESTED: \$ 1,075,000.00

## DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,075,000 LOAN ASSISTANCE: \$ \_\_\_\_\_  
SCIP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.  
RLP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

(Check only 1)

- ☒ State Capital Improvement Program ☐ Small Government Program  
☐ Local Transportation Improvements Program

OFFICE OF NEW BURLINGTON  
COUNTY ENGINEER  
2001 SEP 21 AM 11:02

## FOR OPWC USE ONLY

PROJECT NUMBER: C \_\_\_\_\_ / C \_\_\_\_\_  
Local Participation \_\_\_\_\_ %  
OPWC Participation \_\_\_\_\_ %  
Project Release Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_  
OPWC Approval: \_\_\_\_\_

APPROVED FUNDING: \$ \_\_\_\_\_  
Loan Interest Rate: \_\_\_\_\_ %  
Loan Term: \_\_\_\_\_ years  
Maturity Date: \_\_\_\_\_  
Date Approved: \_\_\_\_ / \_\_\_\_ / \_\_\_\_  
SCIP Loan \_\_\_\_\_ RLP Loan \_\_\_\_\_

**1.0 PROJECT FINANCIAL INFORMATION**

**1.1 PROJECT ESTIMATED COSTS:**  
(Round to Nearest Dollar)

**TOTAL DOLLARS**

**FORCE ACCOUNT  
DOLLARS**

**a.) Basic Engineering Services:**

**\$\_\_\_\_\_ .00**

Preliminary Design \$\_\_\_\_\_ . 00

Final Design \$\_\_\_\_\_ . 00

Bidding \$\_\_\_\_\_ . 00

Construction Phase \$\_\_\_\_\_ . 00

Additional Engineering Services

**\$\_\_\_\_\_ .00**

\*Identify services and costs below.

**b.) Acquisition Expenses:**

Land and/or Right-of-Way

**\$\_\_\_\_\_ .00**

**c.) Construction Costs:**

**\$\_\_\_\_\_ 2,250,000.00**

**d.) Equipment Purchased Directly:**

**\$\_\_\_\_\_ .00**

**e.) Permits, Advertising, Legal:**

(Or Interest Costs for Loan Assistance  
Applications Only)

**\$\_\_\_\_\_ .00**

**f.) Construction Contingencies:**

**\$\_\_\_\_\_ .00**

**g.) TOTAL ESTIMATED COSTS:**

**\$\_\_\_\_\_ 2,250,000.00**

\*List Additional Engineering Services here:

Service:

Cost:

**1.2 PROJECT FINANCIAL RESOURCES:**  
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ _____ .00	
b.) Local Revenues	\$ <u>1,125,000.00</u>	<u>50</u>
c.) Other Public Revenues	\$ _____ .00	
ODOT	\$ _____ .00	
Rural Development	\$ _____ .00	
OEPA	\$ _____ .00	
OWDA	\$ _____ .00	
CDBG	\$ _____ .00	
OTHER <u>Green Township</u>	\$ <u>50,000.00</u>	<u>2</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>1,175,000.00</u>	<u>52</u>
d.) OPWC Funds		
1. Grant	\$ <u>1,075,000.00</u>	<u>48</u>
2. Loan	\$ _____ .00	
3. Loan Assistance	\$ _____ .00	
SUBTOTAL OPWC RESOURCES:	\$ <u>1,075,000.00</u>	<u>48</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>2,250,000.00</u>	<u>100%</u>

**1.3 AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# \_\_\_\_\_ Sale Date:  
STATUS: (Check one)  
    Traditional  
    Local Planning Agency (LPA)  
    State Infrastructure Bank

**2.0 PROJECT INFORMATION**

If project is multi-jurisdictional, information must be consolidated in this section.

**2.1 PROJECT NAME: JESSUP ROAD ROADWAY, DRAINAGE & SIDEWALK IMPROVEMENT**

**2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):**

**A: SPECIFIC LOCATION:**

The project is located on Jessup Road in Green Township. The construction limits are as follows:

From 200 feet east of Cheviot Road to Vogel Road, this is the west corporation line of the City of Cincinnati

**PROJECT ZIP CODE: 45239**

**B: PROJECT COMPONENTS:**

- 1.) Widen Jessup Road from 20' to 28' b/b of curb (current standard for two lanes)
- 2.) Remove existing bituminous surface by grinding
- 3.) Widen Jessup Road to three lanes for turn lanes at intersections  
w/Willowoak, Krogermount, Lauderdale, Griffindale, Sprucewood and Ranlyn
- 4.) Install 6" vertical concrete curbs throughout the project
- 5.) Install storm sewer system (Catch basins, manholes, etc.) throughout project
- 6.) Replace existing deteriorated asphalt sidewalks with concrete walks (5" thick)
- 7.) Surface with asphaltic concrete
- 8.) Pavement markings and striping
- 9.) Grading, seeding & mulching as necessary

**C: PHYSICAL DIMENSIONS / CHARACTERISTICS:**

Project length is 5,900 LF with a proposed width of 28 feet. Please see the attached accident report data. Improvement will match already improved sections at each end.

**D: DESIGN SERVICE CAPACITY:**

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 9,483 Year: 2001 Projected ADT:      Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$       Proposed Rate: \$

Stormwater: Number of households served:

**2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.**

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 2,250,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 0.00

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01 / 02 / 97</u>	<u>08 / 31 / 98</u>
4.2 Bid Advertisement and Award:	<u>11 / 15 / 02</u>	<u>12 / 28 / 02</u>
4.3 Construction:	<u>02 / 15 / 03</u>	<u>12 / 31 / 03</u>
4.4 Right-of-Way/Land Acquisition:	<u>01 / 15 / 02</u>	<u>11 / 30 / 02</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER William W. Brayshaw  
TITLE Hamilton County Engineer  
STREET 10480 Burlington Road  
CITY/ZIP Cincinnati, OH 45231  
PHONE (513) 946 - 8902  
FAX (513) 946 - 8901  
E-MAIL william.brayshaw@hamilton-co.org

#### 5.2 CHIEF FINANCIAL

OFFICER Dusty Rhodes  
TITLE Hamilton County Auditor  
STREET 138 East Court Street  
Room 304, CAB  
CITY/ZIP Cincinnati, OH 45202  
PHONE (513) 946 - 4045  
FAX (513) 946 - 4043  
E-MAIL auditor@fuse.net

#### 5.3 PROJECT MANAGER

Timothy Gilday  
TITLE Planning & Design Engineer  
STREET 10480 Burlington Road  
CITY/ZIP Cincinnati, OH 45231  
PHONE (513) 946 - 8914  
FAX (513) 946 - 8901  
E-MAIL tim.gilday@hamilton-co.org

**Changes in Project Officials must be submitted in writing from the CEO.**

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

- [ X ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [ X ] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [ X ] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [ ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [ ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [ X ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [ X ] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E., P.S., Hamilton County Engineer  
Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-14-01  
Signature/Date Signed

# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-1250

FAX (513) 946-1288

## STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Jessup Road Roadway, Drainage & Sidewalk Improvement project will have a useful life of at least 30 years.

### CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.

  
WILLIAM W. BRAYSHAW, P.E., - P.S.  
HAMILTON COUNTY ENGINEER

PROJECT : JESSUP ROAD IMPROVEMENT  
ENG. EST.: \$2,250,000.00

ROADWAY ITEMS				ENGINEER'S ESTIMATE	
ITEM NO.	DESCRIPTION	UNIT	QUANT	UNIT	TOTAL
201	CLEARING & GRUBBING	LS	1	\$25,000.00	\$25,000.00
202	CURB REMOVED	LF	688	\$5.00	\$3,440.00
202	WALK REMOVED	SF	3,547	\$2.00	\$7,094.00
202	CATCH BASIN REMOVED	EA	26	\$500.00	\$13,000.00
202	PAVEMENT REMOVED	SY	1,627	\$10.00	\$16,270.00
202	REMOVE & RESET EX. 6" CONCRETE CURB	LF	20	\$100.00	\$2,000.00
202	REMOVE & RESET EX. 4" CONCRETE CURB	LF	13	\$100.00	\$1,300.00
202	STRUCTURES REMOVED (WALLS, HEADWALLS, E	LS	1	\$5,000.00	\$5,000.00
202	GUARDRAIL REMOVED FOR STORAGE	LF	122	\$8.00	\$976.00
202	PIPE REMOVED	LF	3,992	\$10.00	\$39,920.00
202	EX. 4" CONC. CURB REMOVED	LF	1,269	\$5.00	\$6,345.00
202	FENCE REMOVED & RESET	LF	283	\$15.00	\$4,245.00
202	WEARING COURSE REMOVED	SY	7,257	\$2.00	\$14,514.00
203	EXCAVATION, NOT INCL. EMBANKMENT	CY	2,635	\$12.00	\$31,620.00
203	EMBANKMENT	CY	3,838	\$12.00	\$46,056.00
203	SUBGRADE COMPACTION	SY	10,180	\$2.00	\$20,360.00
253	PAVEMENT REPAIR, AS PER PLAN	SY	100	\$125.00	\$12,500.00
301	BITUMINOUS AGGREGATE BASE	CY	1,136	\$65.00	\$73,840.00
301	BITUMINOUS AGGREGATE BASE (DRIVES)	CY	235	\$65.00	\$15,275.00
402	ASPHALT CONCRETE, AC-20	CY	684	\$65.00	\$44,460.00
403	ASPHALT CONCRETE, AC-20	CY	500	\$65.00	\$32,500.00
404	ASPHALT CONCRETE, AC-20, AS PER PLAN	CY	1,260	\$65.00	\$81,900.00
404	ASPHALT CONCRETE, AC-20, AS PER PLAN- DR.	CY	118	\$120.00	\$14,160.00
410	TRAFFIC COMPACTED SURFACE COURSE, 6" TYP	CY	6	\$175.00	\$1,050.00
452	PPCCP - 7"	SY	2,982	\$35.00	\$104,370.00
603	3" CONDUIT, SCHEDULE 40, PVC	LF	384	\$10.00	\$3,840.00
603	4" CONDUIT, SCHEDULE 40, PVC	LF	68	\$10.00	\$680.00
603	6" CONDUIT, TYPE D	LF	20	\$30.00	\$600.00
603	6" CONDUIT, TYPE B	LF	229	\$35.00	\$8,015.00
603	12" CONDUIT, TYPE B, 708.02, CL. IV	LF	2,679	\$45.00	\$129,555.00
603	15" CONDUIT, TYPE B, 708.02, CL. IV	LF	1,027	\$50.00	\$51,350.00
603	18" CONDUIT, TYPE B, 708.02, CL. III	LF	375	\$60.00	\$22,500.00
603	24" CONDUIT, TYPE B, 708.02, CL. III	LF	169	\$65.00	\$10,985.00
604	MANHOLE, NO. 3 (48" BASE)	EA	8	\$1,500.00	\$12,000.00
604	MANHOLE, NO. 3 (FLAT TOP W/48" BASE)	EA	6	\$1,700.00	\$10,200.00
604	MANHOLE, NO. 3 (FLAT TOP W/72" BASE)	EA	1	\$2,500.00	\$2,500.00
604	MANHOLE, NO. 4 (FLAT TOP W/48" BASE)	EA	1	\$2,000.00	\$2,000.00
604	CATCH BASIN, CB-3	EA	45	\$1,500.00	\$67,500.00
604	CATCH BASIN, CB-2-2-B	EA	3	\$1,500.00	\$4,500.00
604	YARD BASIN, YB-6	EA	1	\$750.00	\$750.00
604	CATCH BASIN, CB-7	EA	3	\$1,250.00	\$3,750.00
604	MANHOLE, MH-3	EA	25	\$2,500.00	\$62,500.00
604	SAN. MANHOLE ADJ. TO GRADE	EA	27	\$750.00	\$20,250.00
604	STORM MANHOLE ADJ. TO GRADE	EA	2	\$700.00	\$1,400.00
604	VALVE CHAMBER ADJ. TO GRADE	EA	19	\$250.00	\$4,750.00
604	VALVE BOXES ADJ. TO GRADE	EA	203	\$100.00	\$20,300.00
606	GUARDRAIL, TYPE 4	LF	87.5	\$12.00	\$1,050.00
608	CONCRETE STEPS, AS PER PLAN	LF	18	\$75.00	\$1,350.00
608	CONCRETE WALK, 5"	SF	52,371	\$7.00	\$366,597.00
608	CURB RAMPS, TYPE 1 & 2	EA	17	\$300.00	\$5,100.00
609	CURB, TYPE 2	LF	11,034	\$15.00	\$165,510.00
609	CURB, TYPE 6	LF	521	\$12.00	\$6,252.00
614	MAINTAINING TRAFFIC	LS	1	\$50,000.00	\$50,000.00
619	FIELD OFFICE	LS	1	\$11,481.00	\$11,481.00
623	CONSTRUCTION LAYOUT STAKES	LS	1	\$10,000.00	\$10,000.00
659	SEEDING & MULCHING	SY	15,693	\$5.00	\$78,465.00
659	COMMERCIAL FERTILIZER	TON	1.2	\$100.00	\$120.00
SPL	TRENCH DRAIN, AS PER PLAN	LF	25	\$150.00	\$3,750.00
SPL	REMOVE MH TOP & REPL. W/SOLID SLAB TOP	EA	1	\$750.00	\$750.00
SPL	WATER WORKS ITEMS - CINCINNATI	LS	1	\$257,695.00	\$257,695.00
SPL	PERFORMANCE BOND	LS	1	\$2,250.00	\$2,250.00
SPL	AS BUILT STORM SEWER DRAWINGS	LS	1	\$7,500.00	\$7,500.00
SPL	CONTINGENCIES	LS	1	\$225,000.00	\$225,000.00
				TOTALS	\$2,250,000.00



# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-1250 FAX (513) 946-1288

September 8, 2001

## STATUS OF FUNDS REPORT

Project: **JESSUP ROAD SIDEWALK AND DRAINAGE IMPROVEMENT**

This is to certify that the sum of \$450,000.00 is available as the local matching funds in connection with the application for State Capital Improvement Program Funds for the above mentioned project.

The source of the local match will be Road and Bridge Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Financial Officer: \_\_\_\_\_



DUSTY RHODES  
HAMILTON COUNTY AUDITOR



administration offices

6303 harrison avenue • cincinnati, ohio 45247-6498 • (513) 574-4848/fax 574-6260

November 21, 2001

Mr. Joe Cottrill  
Hamilton County Engineer's Office  
10480 Burlington Road  
Cincinnati, Ohio 45231

Dear Joe:

Green Township appreciates the opportunity to work with your office in the pursuit of SCIP grant funds for the Jessup Roadway, Drainage & Walk Improvements Project. I am writing at this time to assure you that the \$50,000.00 Green Township pledged in matching funds towards this project will be encumbered in January of 2002, and will be released towards this project upon your written request.

Thank you for the opportunity to work with you as we look to improve this busy stretch of roadway. If you should have any questions, please contact Fred Schlimm at 574-8832, weekdays, between the hours of 7:00 a.m. and 3:30 p.m.

Sincerely,

A handwritten signature in black ink, appearing to read "TJ Straus".

Thomas J. Straus  
Clerk

cc: Trustees Proffitt, Upton, Rattermann  
Fred Schlimm, Road Superintendent

TJS/md

# Green Township

MMB 9-4-01  
Cathy Tim  
Joe C.✓

## ROADS & MAINTENANCE DEPARTMENT PARKS

6303 HARRISON AVENUE • CINCINNATI, OHIO 45247-6498 • (513) 574-8832

August 29, 2001

Mr. Ted Hubbard  
Hamilton County Engineer's Office  
10480 Burlington Road  
Cincinnati, Ohio 45231

Dear Ted:

I am writing in follow-up to our conversation at the District 2 Integrating Committee earlier this month where we discussed our cooperation in applying for the Jessup Road SCIP project. Subsequent attempts to get in touch with each other have proven fruitless so I have chosen this forum of communication.

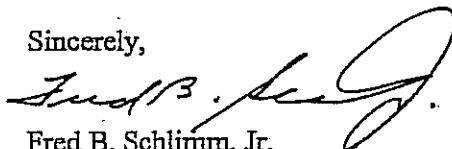
Green Township is prepared to offer \$50,000.00 to be applied toward the matching funds committed to the Jessup Road project. This amount represents the extent to which we can make a financial commitment for a project that involves infrastructure that is not under our control. Commitments to our own SCIP and other street repair projects, and the likelihood that our Street Levy funds will be cut in half beginning in 2002, limits our ability to contribute anymore than is being offered. Hopefully the offer of this contribution will result in the Jessup Road project receiving a higher priority from the County Engineer's office in their SCIP application.

A second matter I have been trying to contact you to discuss is the possibility of Green Township maintaining additional grass areas along the Westwood Northern Boulevard. We are particularly interested in the large areas at the Race Road entrance and exit ramps.

Hopefully your busy schedule will allow you to call me to discuss these matters. I can be reached at 598-3090 (direct line), weekdays, between 7:00 a.m. and 3:30 p.m. I look forward to hearing from you in the very near future.

Thank you for your time.

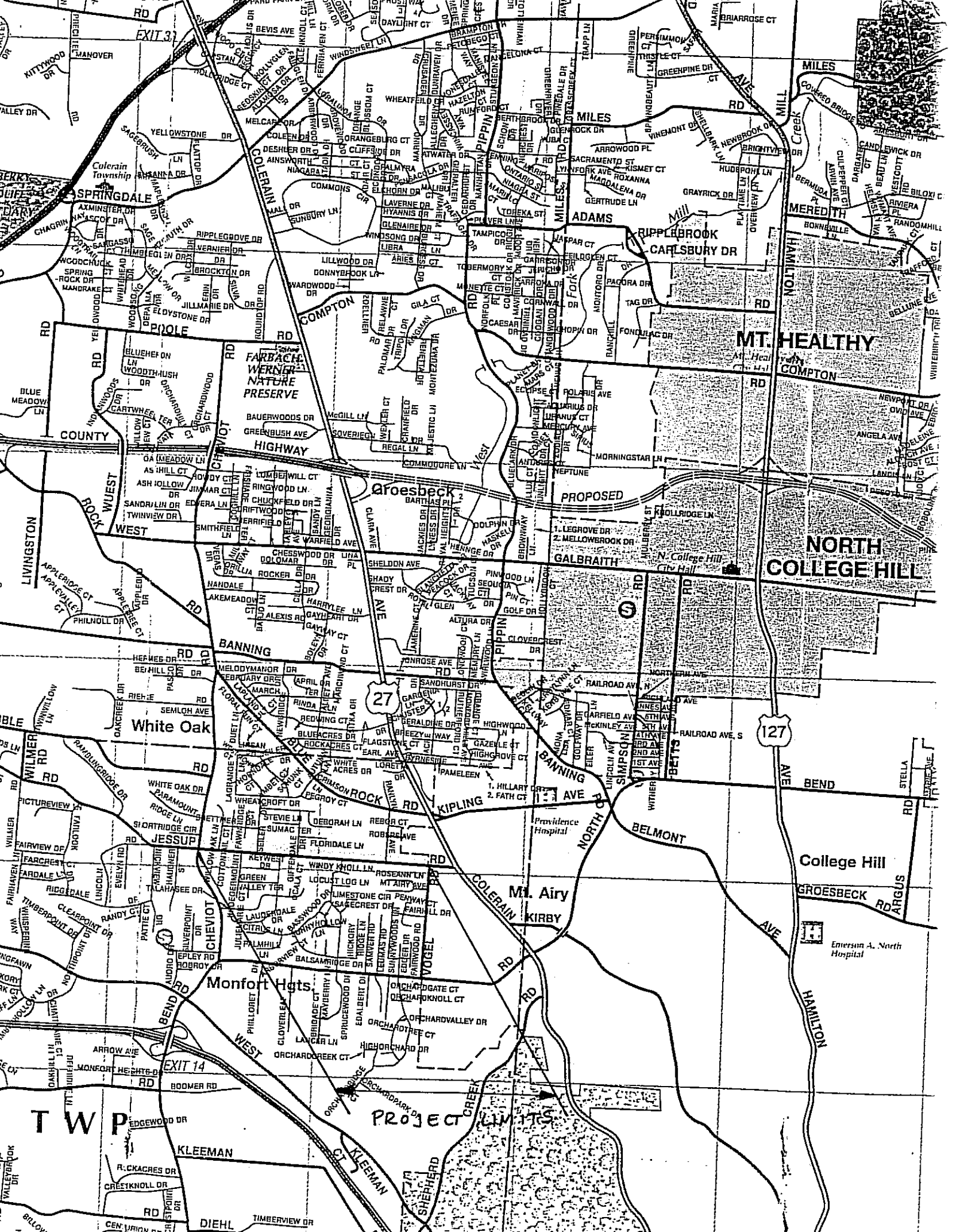
Sincerely,



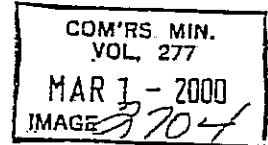
Fred B. Schlimm, Jr.  
Superintendent of Roads, Maintenance, Parks,  
and Public Works

FBS/md

cc: Trustee Dale Proffitt  
Mr. Bill Brayshaw, Hamilton County Engineer



3  
RESOLUTION APPOINTING REPRESENTATIVES TO THE DISTRICT #2.  
INTEGRATING COMMITTEE UNDER THE PROVISIONS OF HB 704 OHIO  
INFRASTRUCTURE BOND PROGRAM



BY THE BOARD:

WHEREAS, HB 704 was enacted to establish nineteen District Integrating Committees throughout the State of Ohio; and

WHEREAS, Hamilton County comprises District #2 under the provision of HB 704 consisting of a nine member District Integrating Committee; and

WHEREAS, it is the responsibility of the Board of County Commissioners to appoint two members to the District Integrating Committee (one from the private sector and the other either a County Commissioner or the County Engineer); and

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners of Hamilton County, Ohio that both William W. Brayshaw, Hamilton County Engineer, and Richard D. Huddleston, (407 Vista Glen - Springdale, Ohio 45246) private sector appointee be; and are hereby reappointed to the District #2 Integrating Committee for a three year term as their current terms will expire on June 1, 2000.

BE IT FURTHER RESOLVED that William W. Brayshaw be, and is hereby also appointed to the position of Chief Executive Officer for the Political Subdivision of Hamilton County, District #2 Integrating Committee for another three year term.

ADOPTED at a regularly scheduled meeting of the Board of County Commissioners of Hamilton County, Ohio, this 1<sup>st</sup> day of March, 2000.

Mr. Bedinghaus, AYE

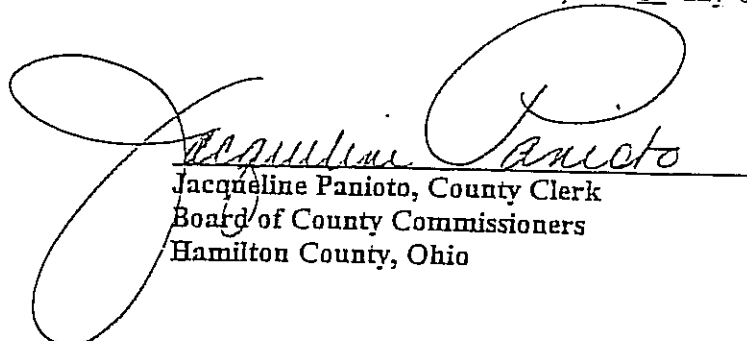
Mr. Dowlin, AYE

Mr. Neyer, Jr., AYE

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners of Hamilton County, State of Ohio, this 1<sup>st</sup> day of March, 2000.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the office of the Board of County Commissioners of Hamilton County, State of Ohio, this 1<sup>st</sup> day of March, 2000.

  
Jacqueline Panioto, County Clerk  
Board of County Commissioners  
Hamilton County, Ohio

# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

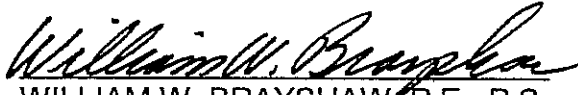
CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

## CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Jessup Road Improvement project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.



WILLIAM W. BRAYSHAW, P.E.- P.S.  
HAMILTON COUNTY ENGINEER

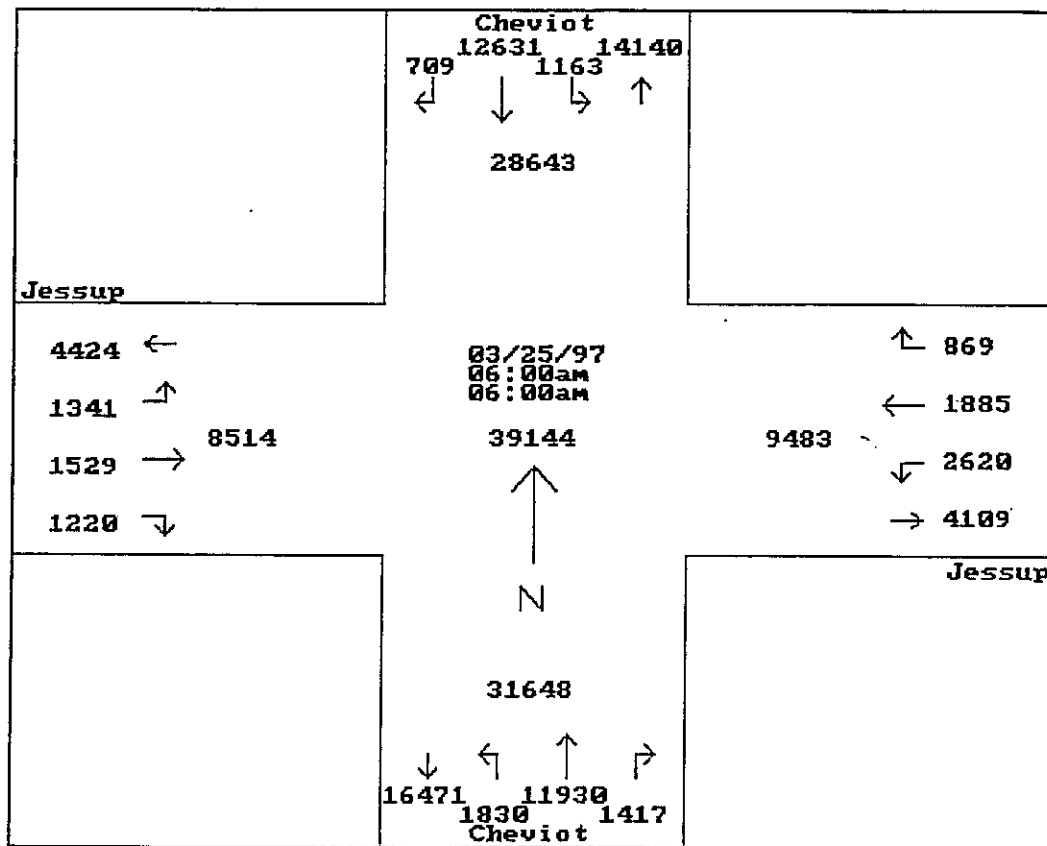
Weather : Cool & Clear  
 Counted by: J. Corbett  
 Board # : 3  
 Township : Colebrook GREEN

William W. Brayshaw P.E.-P.S.  
 Hamilton County Engineer  
 Traffic Department  
 R.E. Dexter - Traffic Technician

Study Name: CHEVJES3  
 Site Code : 00000000  
 Start Date: 03/25/97  
 Page : 1

Vehicle group 1

Start Time	Cheviot From North			Jessup From East			Cheviot From South			Jessup From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Grp 1	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	
03/25/97													
06:00	1163	12631	709	2620	1885	869	1830	11930	1417	1341	1529	1220	39144
1/4 Apr.	8.0	87.0	4.8	48.7	35.0	16.1	12.0	78.6	9.3	32.7	37.3	29.8	-
1/4 Int.	2.9	32.2	1.8	6.6	4.8	2.2	4.6	30.4	3.6	3.4	3.9	3.1	-



# ADDITIONAL SUPPORT INFORMATION

For Program Year 2002 (July 1, 2002 through June 30, 2003), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The purpose of the improvement is to widen the road to current standards, replace the substandard storm drainage system and replace the existing substandard sidewalks. The existing sidewalks were installed along Jessup Road approximately 35 years ago. They were constructed of asphaltic concrete to provide a pathway for children to the schools in the area. Very little, if any, consideration was given to handicapped access. The sidewalks were placed along the "lay of the land" with varying offsets from the roadway centerline and at various elevations and do not meet design standards. This office has repeatedly responded to citizen complaints about dangerous sidewalk conditions (see attached work orders). The patching done is only a temporary band-aid due to the underlying conditions. Ditch ponding occurs regularly after each rain. The project would meet improvements already completed by the County at Cheviot Road and the City of Cincinnati at Vogel Road. SEE ATTACHMENT FOR MORE INFORMATION.

## 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The proposed project will significantly impact safety by providing left turn lanes at intersections, by widening traffic lanes to standard lane widths, and by installing the new concrete sidewalk to replace the existing asphalt walks. Since 1997, there have been 85 accidents on this portion of Jessup Road. Please see the accident report summary sheets and copies of the accident reports included in this application. The left turn lanes will make the area safer and reduce the number of rear-end and head-on collisions, as per the reports attached. The left turns include school buses going to (and from) the elementary school.

## 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Eliminating present ditch ponding (mosquitoes) and preventing runoff to private property now occurring in several areas will significantly impact health. See item #11 below regarding hospital access.



4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 JESSUP ROAD ROADWAY, DRAINAGE, & SIDEWALK IMPROVEMENT

Priority 2 HARRISON/DRY FORK ROAD RELOCATION

Priority 3 ASBURY ROAD @ BEECHMONT AVENUE INTERSECTION

Priority 4 HARRISON ROAD IMPROVEMENT

Priority 5 RAPID RUN ROAD

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No   X   Yes            If yes, what user fees and/or assessments will be utilized?

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6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

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7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

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9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The proposed project will facilitate safer left turn movements for traffic at the intersections within the project limits with the addition of left turn lanes. A wider pavement will also be less hazardous to motorists than the current condition allows.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS \_\_\_\_\_ Proposed LOS \_\_\_\_\_

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

a.) Are preliminary plans or engineering completed? Yes X No \_\_\_\_\_ N/A \_\_\_\_\_

b.) Are detailed construction plans completed? Yes X No \_\_\_\_\_ N/A \_\_\_\_\_

c.) Are all utility coordination's completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

If no, how many parcels needed for project? 146 Of these, how many are: Takes 0

Temporary 146

Permanent 0

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Once funding is secured, Hamilton County will pursue the establishment of the project that permits appropriation to acquire the needed parcels if necessary. A neutral party will appraise each parcel and owners will meet with R/W agents. If negotiations are not successful, a court case will be filed and the property acquired by appropriation.

e.) Give an estimate of time needed to complete any item above not yet completed. 12 months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Jessup Road is a connector between two major north-south roads Colerain Avenue and Cheviot Road. The western portion of Jessup Road near Cheviot Road was improved several years ago. The portion of Jessup Road within the City of Cincinnati Corporation limits was recently upgraded. This points out the importance of Jessup Road as it serves as part of the quickest route for emergency vehicles (as well as traffic) between the I-74 interchange at North Bend Road and Providence Hospital. Jessup Road is classified as a collector on the Hamilton County Thoroughfare Plan and has a significant regional impact. (See the attached map.)

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

**NO BAN**

Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 9,483 X 1.20 = 11,380 Users

Water/Sewer: Homes \_\_\_\_\_ X 4.00 = \_\_\_\_\_ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional \$5.00 License Tax X

Infrastructure Levy \_\_\_\_\_ Specify type \_\_\_\_\_

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax \_\_\_\_\_ Specify type \_\_\_\_\_

**IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? \_\_\_\_\_YES \_\_\_\_\_X\_\_\_\_\_NO (ANSWER REQUIRED)**

**Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.**

**Addendum to Item #1- Condition**

The various failed conditions indicated in the photos can no longer be corrected by maintenance efforts. Ditches cannot be installed because there is no system to serve as an outlet. The deteriorating berms, sidewalk, and drives cannot be properly corrected by overlays because this would only exacerbate the potential for ponding.

**SCIP/LTIP PROGRAM**  
**ROUND 16 - PROGRAM YEAR 2002**  
**PROJECT SELECTION CRITERIA**  
**JULY 1, 2002 TO JUNE 30, 2003**

NAME OF APPLICANT: Hamilton County

NAME OF PROJECT: Jessup Road Roadway, Drainage & Sidewalk Improvement

RATING TEAM: 5

**NOTE:** See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

**CIRCLE THE APPROPRIATE RATING**

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?  

25 - Failed

23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

SIGNIFICANT UTILITY CUTS VOGE TO  
(SPRUEWOOD)

STREET	SIDEWALK	DRAINAGE
POOR - 17	FAILED - 25	POOR - 17

Appeal Score

\_\_\_\_\_
  
- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?  

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

0 - No measurable impact

— SAFETY DATA (EXTENSIVE) PROVIDED  
LEFT TURN ACCIDENTS

— PONDING IN BOTH SIDEWALK &  
PUMT DOCUMENTED

— ROAD EDGE CONDITIONS  
SIDEWALK DANGEROUS

Appeal Score

\_\_\_\_\_
  
- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?  

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

0 - No measurable impact

— REPLACE OPEN DRAINAGE SYSTEM  
w/ CLOSED SYSTEM

— ADDRESS LOCALIZED FLOODING  
IN RESIDENCE LOW POINT

Appeal Score

\_\_\_\_\_
  
- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?  

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

Appeal Score

\_\_\_\_\_
  
- 5) Will the completed project generate user fees or assessments?  

10 - No

0 - Yes

Appeal Score

\_\_\_\_\_

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- 10 – The project will directly secure significant new employment
- 7 – The project will directly secure new employment
- 5 – The project will secure new employment
- 3 – The project will permit more development
- ☒ 0 – The project will not impact development

Appeal Score

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7) Matching Funds - LOCAL

- 10 - This project is a loan or credit enhancement
- ☒ 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 0 – Less than 10%

8) Matching Funds - OTHER

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- ☒ 1 – 1% to 9.99%
- 0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?  
(See Addendum for definitions)

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- ☒ 4 - Project design is for minimal increase in capacity.
- 2 - Project design is for no increase in capacity.

Appeal Score

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10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

- ☒ 5 - Will be under contract by December 31, 2002 and no delinquent projects in Rounds 13 & 14
- 3 - Will be under contract by March 31, 2003 and/or one delinquent project in Rounds 13 & 14
- 0 - Will not be under contract by March 31, 2003 and/or more than one delinquent project in Rounds 13 & 14

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

- 10 - Major impact
- 8 -
- ☒ 6 - Moderate impact
- 4 -
- 2 - Minimal or no impact

Appeal Score

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12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

☒ 6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

☒ 0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

☒ 6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

☒ 3 - One of the above

0 - None of the above

## **General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## **Criterion 1 - Condition**

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

### **Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

## **Criterion 2 – Safety**

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## **Criterion 3 – Health**

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## **Criterion 4 – Jurisdiction's Priority Listing**

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.



## Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

## Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

### Definitions:

**Directly secure significant new employment:** The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

**Directly secure new employment:** The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

**Secure new employment:** The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

**Permit more development:** The project is designed to permit additional business development. The applicant must supply details.

**The project will not impact development:** The project will have no impact on business development.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply.

## Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

## Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

## Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

### Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

### Definitions:

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

## Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

## **Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

### **Definitions:**

***Major Impact*** - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

***Moderate Impact*** - Roads: principal thoroughfares, Federal Aid Urban routes

***Minimal / No Impact*** - Roads: cul-de-sacs, subdivision streets

## **Criterion 12 – Economic Health**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

## **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

## **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

## **Criterion 15 – Fees, Levies, Etc.**

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.